## THE WRECK OF THE ARCTIC,

ADDITIONAL PARTICULARS.

Arrival of the French Steamer Vesta at St. Johns, W. F.

THIRTY-ONE MORE OF THE ARCTIC'S CREW SAVED.

Six Lady Passengers in One of the Life Boats.

Further Personal Sketches of the Passengers.

Statements of Several Persons Saved from the Wreck.

Heartless Conduct of Some of the Officers and Crew of the Arctic.

A HOPE FOR THE COLLINS FAMILY.

The Severe Damage to the arette and Triffing Injury to the Vesta Accounted For.

SCENES AND INCIDENTS.

RECAPITULATION OF THE SAVED.

&c ..

In addition to the very full accounts published in the BERALD of Wednesday and Thursday, we give this morn ing a variety of information on the subject of the disaster, as gleaned from various sources

The most important news received yesterday was by telegraph from Halifax, as follows:—

THE FRENCH STEAMER VESTA. HALIFAX, Oct. 12, 1854. We bave received Newfoundland dates to the 4th in The French screw steamer Vesta arrived at St. John N. F., on the 30th ult. with her foremest and by ttered to pieces-she being the vessel that came !

collison with the ill fated Arctic. She had on board thirty one of the Arctic's crew which she picked up at the time of the catastrophe. The Vesta lost thirteen of her passengers in the colli-

but, being lifeboats, it is supposed they may have been

picked up by passing ships. turned on Tuesday, the So instant, without fluileg the alightest trace of them or any portion of the

All the passespers and crew saved, as advised yester day, left here for Beston in the Europa.

The regular communication between this port and Nov-foundland is only once a fortnight. That period will, therefore, probably elapse before we shall hear anything else from that island. It is probable howeve; that the steamer Osprey, sent to convey the City of Philadephia's expected to leave St. Johns about the 8th inst., may touch here on her return to Philadelphia. If so, her intelligence will be some four days fitter than

(By these unacquainted with such matters, it may apnot more than 500 or 600 tons, should escape, while the Arctic, of six times her size, and recovered belonging to a line of vessels hitherto considered the strongest affeat, should go down so soon after But it is next to a cer tainty that had the two vessels met in any way that it was possible, except that which caused the calamity, the Arcile would have come out with but comparatively trifling demage If the Vesta had struck the Arctis even square smidships, the damage to the latter might have been small. But the blow coming obliquely, the sharp from prow of the Vests must have cut into the planking of the Arctic sike a chi-ct driven vertically into Vests, also, like most of the iron stoamers, was probably built in water tight compartments, which kept her adoat un'il she could make port.]

RUMORED SAFETY OF FORTY MORE OF THE ARCIIC'S CREW AND PASSENGERS.

A gentleman who left New York last evening, and who arrived here to-day, informs us that there was a report at Fall River this morning, that a vessel loaded with railroad iron had arrived at Warren, R. I., with forty persons, ricked up from one of the missing boats

[This is mere idle rumor. We learn by the return of the special messenger who was despatched to Warren to inquire as to the truth of the rumor relative to the arrival at that port of a large number of the Arctic's passen gers, that the report originated from the ship Margaret (which arrived at Warren jesterday) having spoken the pilotboat which had put a pilot on board the ship Lobanon, which straved with a portion o' the Arctic's are w, at

We appen three additional statements of persons saved ADDITIONAL STATEMENT BY FRANCIS

DORIAN. by the ship, all or nearly all of the passengers would have been saved. They fied, and it was only until two hours after their desertion that the main yard was

lowered to enable them to form a raft. He save that with the masts, spars, and the cutting off of the harricane ing the whole of them. He further states, that a none the passengers on board the arctic he never saw men more cooly con agrous, and that their quiet resigna ion and implicit confidence in the captain and officers of the ship were such as it is impossible to surpass.

that was the fidelity exhibited by a young gentleman named Helland, of Washington, who was on board the Arctic for the purpose of gaining instatruction in en-gineering. He had been deputed by the exptain to firs the signal gun (when all others had fies), and amid the melancholy wall he pursued his duty. When all hope had fled, and the vessel nearly level with the sea, Holland was seen busy at his gun Bis last shot boomed out as the arctic sank, and he went down with her-persevering in the strict performance of his duty.

To the wholesale descrition of the officers and men Corian attributes the great loss of life that followed.

Captain Luce, he says, behaved nobly throughout but towards the close his voice lest its power, and he ould scarcely find utterance for his words.

oard paddle box, and when the Arctic was engulphed he looked long, but looked in vain, for the floating form

When, finally, they left the ship, with thirty one in one of Francis' metalic ll'eboats, it was necessary to use espetic means to keep every man in the bottom of the boat to prevent an upset. In this crouching position they were kept, with the water within six inches of the gunwale, for twenty-six hours, and the majority, when rescued by the Huron, were unable to walk. On that ship they were treated with the greatest kindness, the captain and sailors sharing everything they had with the unfortunate men.

PATRICK TOBIN'S STATEMENT.

We left Liverpool about 10 o'clock on the morning of the 20th September, and had tolerably good weather until the 27th; all had gone well, and we expected to reach New York on Saturday following. The 27th was calm, and the sea as quiet as a lake; but a very thick fog, such as is common on the Banks, rendered objects at sany distance invisible. There was the usual "look out" sorward, and the atgamer was going at her colinary

I had just good on the watch-at moon-when the two The shock to the arctic was not very ensibly felt by us. We felt no i amediate alarm. The doors of the fires wor opesed to reduce the steam, and Mr. Walter, one of the engineers to whose wa ch I belonged, sent me promptly to the pumps. I kept the steem pumps going until they were unable to work. I wagoing on deck when Wr Walker ordered me back. I

went, and threw in some coal, but the water was new near the top furnaces, and all further effort was useless Mr. Walker persist d in his duty, keeping up steam ustil the water put out our fies. Our oul, thoughts now were as to measures of escape. When I got on deck all was confusion ; passengers were working with desperate energy at the forward pumps. Frenchman, Germans and English were all calling in their different inc. guages to the firemen to help tham, and ranning to and fro en the dock sometimes rushing to the pumps, and rushing away spain when relieved by others.

Still the passengers seemed hep ful of being saved The absence of Mr. Gonrley, the first mate, was a great loss Be had been sent, ofter the collision, to ascertai what damage had been cone to the French propeller, as we were making all speed for the land. I believe tha if he had been on board to keep the sallors to their duty. and have rafts rigged, many more would have been

The second mate, Edward Bastham, acted basily, in my opinion. He lowered one of the quarter bosts about se 'cleek-the ship did not go down until about four o'clock-and himself and most of the salters got into it I saw nothing of them after I came on &ck. Thirty ter were saved in our small boat, and the second mate's boat might have talen more than double that number.

The departure of Basiham and the sailors left Capt. Luce without experienced bands at rigging rafts, as the Bremen knew little of what should be done. Mr. Pogers. the chief engineer, seemed most active in his efforts to reduce the leshs and do all he could under the circumstances. He staid by the ship nutil it was dangerous to stay lorger, as his boat was in imminent risk of being wamped by persons jumping ov rboard, or of being carried down in the vortex made by the vessel sinking.
In the meantime a raft was made of the foregard

and spare spars, and lashed and launched. Seven y six persons-pessengers, coal passers, &c -got on the raft. They were all subsequently lost, except one picked up by us. The Arctic was struck on the starboard side, a little aft the bow. Three large holes were made in the sidethe copper, the two above.

ion, the third mate, was most active, and stald by ship until she went down. The pa-seegers, with des-pairing energy, stuck to the pumpe to the last. They were working on them to the last moment. It was an awful sight. I got to the third mate's boat just a little

Whent I first attempted to leave, the captain caught me, and tore the shirt off my back to prevent my going, exclaiming, "Let the passengers go in the best" He also siezed a kind of are, and attempted to prevent the fire men reaching the boat; but it was every one for himself, and no more attention was paid to he captatu than to any other man on board. Life was as sweet to us

Cap'sin Luce seemed like a man whose judement was aralyzed. He paced the deck as if there was no resort but to sink with his ship. He could easily have saved himself had he sought his own safety. I saw him a few oments before the Arctic disappeared the went do va by the stern, and wish uplified hands and a piercing yell, thich I cannot describe, the crowd of human beings on deck shared her fate.

The raft had not been cleared away when the ship cent down, and one of the spars caught under the wheel and a portion of the raft was carried away. I have no doubt some who got on the raft were lest in this ray. Just be ore we pushed off to avoid being carried down with the ship, I saw a number of women in the cabin locked in each other's arms, crying and cruib ting the most intense signs of terror and distress. They were all ergulphed. The lamentations of the French and Germans were most painful, as I could easily distinguish their cries and shouls.

After the Arctic disappeared we saw a large number Scattirg about, still alive, but we could save none. Our little boat was filled to its utmost capacity. So we had to leave them to perish from the cold—the water is always cold on the Banks-and a prey to the fishes. The one man out of the seventy-six on the rait at first. whom we picked up afterwards, said that all his com panions had perished from the cold or the fishes-the raft teleg but poorly constructed for their protection. by the bark Haron, bound for Quebec. We had passed

fearful night, as the sea got rough, and we had to use handspikes and bits of wood for oars. Our only food was a cabbage and some bits of turnip; and most of us had fasted from the previous moraleg. On the Huron we were as well treated as we could expent.

We all regretted much that one fine young man be-Holland. His father is forgeant at arms of one of the courses of Congress. He could not be induced to leave the ship; his post was at the gun, firing signals; he kept firing the gun till the vessel sunk; we saw him in the very act of firing as the vessel disappeared below the

Besides the heart rending sight of so many woo-expressing faces, and hands uplifted in wild despair, or it agonizing appeal to heaven, and the awful cry which ote our ears in the last moment, one other insident cent a thrill of dread through our hearts. Just as the water was closing over the sa one-pipe, there rose up from the sea a sound like a heavy groan or ocean sigh; caused, doubtless, by the steam and heat in the boiler, but it was a sound never to be forgotten.

I may mention, also, as an incident, that Tom Bren nan had an opportunity to be saved in the Chief Engi-neer's boat, but he had charge of a boy named McLaughlin, whom he would not abandon Both were saved in our boat. It is said a centleman throw a heavy purse of gold from the ship to the boy after he got into

I reached it. When we were taken on board the Huron, Burns put his hand in his pocket and pulled out a handplaty to provide for us all when we got to Quebec, even if the American Cousul did not look to us. We thought him a fine fellow, and gave him all the information is our power about the names of the crew, &c , and whom we supposed safe and whom leat. He wrote all carefully

STATEMENT OF MR. JAMES CARNEGAN. The Arctic left Liverpool on the 20th of September The ship proceeded at the rate of thirteen miles an hour for seven days. On the 27th, about mid day, eight bells having just been struck, the weather being very thick at the time, the vessel come into coillelon with a vessel steering northeast. The Arctic was first struck within two feet of the stern quarter, and the second time near the guards. The vossel which came in collision with the Arctic was then aft the starboard eice. Capt. Luce instantly communded the Arctic to be backed, which she did for ten minutes; the prop-lier then came off the sterboard side round to the larboard quarter; she then steered off and was lost entirely out of sight; at this time a boat came round from the pro peller on the Arctic's larboard side; the best coming un der the wheel was struck by it, and every soul on board the boat perished, except a Frenchman, who climber up on the Arctic's sides—he was drowned, however, when the Arctic finally sank. After the ship struck, Mr. Gonrlay, the first efficer, was sent in a boat with three sailors to assertain what damage the steam hip had sustained; after a while Mr. Gourlay pulled again towards the ship; but the Captain trying to make Cape Rase, and going at the rate of aftern miles an hour, Captain Luce motioned him to keep off, and he and his boat were soon loss sight of. The water now washed in rapidly from the starboard side, and both the upper and lower rows of fires were totally extinguished. The engineers had left the engine room an hour before, but the firemen bravely remained at their post, doing the utmost toward saving the ship, standing up to their waists in water. Mr. Car negan all along had worked at the pumps and the con-struction of a raft till within ten minutes of leaving the

ressel. Seeing that all the boats but one had left, he

determined now to look of or his own safety, sat with

C states did not do their best toward saving the vessel, eaving it too early. The waiters, however, exhibited a ned de l of energy, working continually at the pumpe, sith the sid of a few of the passengers Five minutes after leaving the vessel the Arcii: went down Mr. C. stood all the time on the guards of the boat, seeing the vessel go down. The people on board the Arctic did not seem to be aware how close they were standing on the coors to eternity, and no cries or yells were heard. Ten minutes after the ship went down the beat pulled to the place where the ill fated vansel had gone down; nothing, however, was encountered but the bodics of several lastes, with his preservors on; among them that of one of the colored at warden is Being without cars, they picked up a spar which they fastered to the bost, and rode thus in a rough sea Hil 10 ck the next morning Mr. C suggested then to cut some pieces of wood on board the boat into our blades, and thus try to reach the shore The spar mentioned was also cut into two parts, and this gave them four weeps; they polled than for the shore for two hours; vessel non heaving in sight, they changed their course od pulled towards her. They reached her about six o'cleck P M., on the 28th, having been fourteen hours out. She proved to be the bark Huron, Captain Walker, n ile highest terms of Captain Walker, who, like Capt Creighton, of an Francisco celebrity, is a cotchmin and was, like him, shert of provisions and water, having been twenty days out from Bri tol. The captain receive ed and treated the spipwrecked with the utmost kindness, furnishing a great part of them with clothes. His men, blewise, di their best to make their lot as easy a possible On the 29th, they fell in with the Labenou Cap ain Storey, from Providence Wales, bound to New Yark Eighteen then left the Huron, Mr. C. and his brother among he number, while fourteen remained on

After a periou of us were transferred from the Lebanon to the pilot boot, Baras male acquaintance with those in charge of the boat, and manager to induce them to set him on shore, walle we we e kept from landing on the pretonee that the doster must be first seat for to inspect us. Instead of sending for the doctor, they let Burns get to the city, and kept us on board until yes terday morning, when we learned from two men at qua-rantine that we could have made \$300 had we been atowed to reach the city the previous night.

Before Burns left us, we reminted him of our dectitute condition and thought, after his promises, he would give us something; but his I becally did not stand the test. He mare off with himself and the information has gethered from us, and that is the last we have seen of bim. We we e tell yestesday that he made a fine thing out of his ship wreck. I hope the plint boys gut some of the gold which he was to share with us when we got to Quebec. They earned it.

STATEMENT OF MR. BRENNAN.

At the time the collision took place, I was on the upper gallery in the engine room, stanting by the side eight bells. Immediately after the shock of the cold sion, the tell struck ones as a signal to stop the ongice He immediately sang out to the orgineer on watch to sphool ber, in o der to stop the engines. The order was immediately complied with; but room after he gave an order to go ahead and immediately went down in o the store room, and, with Mr. Dignon, the first assistant engineer, got a wrench and opened the bilgo-injection. and gave orders for all of the pumps to be not at work. as he saw the water rising in the engine room. Mr. Regers then went on deck, I be leve to consult with the Capiain. What passed between them I have no knowlorge of. During his absence, of about ten or fifteen minutes the water had sisen very rapidly in the engine room, and, on his return, he ordered all hands do va to get up coals, in order to keep the fires lighted as long as possible. The waxr came in so rapidly, however, that engines were finally stopped, owing to the water having risen to a level with the fire. The water came from forward. When we could no longer induce steam with out the men being in darger of being dro med below, we came on deek and manned the pumps there. The two small dankey pumps were still working, and continued to work, some ten or fi toon minutes after we got on deck, until the steam was exhausted in the boilers

STATEMENT OF WILLIAM NICHOLS. At a few minutes past 12, on the moralog of Wednesday, Sopt 27, the stoumship Arctic, on which I was a ing a dense feg. The Arctic was then going at her ordinary rate, and the propeller, having a fair wind, must have been averaging at least ten knots. When we first experienced the shock I was stanting on the hurricans ock; at that time there were not many passengers near me. The injuries sustained by the propoller then seemed much greater than our own As she we ked astern our quarter beats were lowered, with the chief mate and four others. When they returned, Capt Luce was unatto to pick them up, and we have not sluce heard of thom. I should judge that there were between two and three hundred persons on the dechs of the propeller. It now appeared that the injuries sustained by the Arctic were much greater than we at first supposed. The water was racidly pouring in at the bows, and decontinued to gain upon us. An anchor chain was then dwared, but a few moments afterward the fires were ex-

passezgers, and all the officers, except the captain and third mate, left the ship. The sixth boat, containing a few firemen and passongers beside myself, remained to assist in forming a raft. When we had nearly completed our work a rush was made by those on deck, and passengers and seamon, men and wemen, throw themselves from the bulwarks on to the raft. Our boat, then over-crowded, in imminent danger of being awamped, was cut clear from the wreck, and at the same moment a wild ory from those who had been unable to leave the ship assessmed the through the dense atmosphere, which gave a fearful in-distinctness to each object, behold the waves breaking ver the slaking vestel. The passengers were rushing to and from the excitement of the mement dictated; some jumping overboard in the hope of scouring a spar Spished raft, which was already overburdened A succession of terrible eries succeeded, the ship surged

tinguished, and the engines stopped. Bosts were then lowered—six in all—five of which, containing seamon,

heavily forward, and then disappeared from our view What followed subsequently has been already narrated by my fellow-sufferer, Mr. Burns; and, in leed, rtion of the sad parrative which I have gone over has also been more eloquently, though perhaps not more

STATEMENT BY DORRIN CARNAGHAN. On the day of the collision I was on duty as freman from 8 until 12 o'clock. When eight bells (12 o'clock, oon,) struck, I went between the eogines as usual, to wash myself. I had just got well into soap suds-face rgineer having many times told me that if I heard the beli that way, any time when I could shut off steam before they could, to do it; I ran, just as I was, and shut it off on the port side, and then started for the starboard, but one of the englacers was before me. Immeface, and ran on deck to see what was the matter

None of us in the engine room thought of a collision, for we did not feel the slightest shock to indicate it; but when I reached the deck there was a French pro pellor just clear of our starboard side, with her catwater and a large piece of her bow gone, so that we could look right into her hold, and the water pouring in at the opening. I then got partly over the side, to see man's cut water and bow sticking late us. There were two large boles in our side above the water line, and

About this time, Mr. Gourley, the chief officer, started off with one of the boats for the P enchman, while th rest of the hands set to work to repair our damages. The passengers were ordered aft and to the port sto, (left hand side,) the starboard anchor and chain were hore overboard, water casks were filled and run down to port and everything done to make her list to iarboard, did not co. We couldn't get at the leak

The balling and pumping were carried on as fast as possible, but seemed to do no good. I wout below and worked at the fires until the lower ones were out out by the water, and then beloed some of the men out holes through the colling, so as to get at the look inside; but we did not rucceed in coing much before we made called we did not succeed in soing much before we were called off, with word that she was going down. I then turned to and helped get over spars for a raft, and to lash them together. With the loose spars about dock, and the yards taken from the masts, we got eight or ten spars

I should this h that passengers and crew, there were ore hundred at work on the raft towards the last of the time. There were so many that no one could work with strantage, and no one had control and management of hat as doing. Gourley, the chief officer, we had not stopped to pick up in our baste to make for the neares and when the scaldent first happened; Mr. Banham, the second officer, was already off with a small number of persons in a boat which ought to carry sixty or seventy aptain i uce was on the quarter-deck, but seemed to have lost, if he had not given up, all control over the movements either of e.ew or passengers; Mr. Dorian, the third officer, was in one of the smallest boats, working to get the spars lished 'ogether, and the empty casks

While thirgs were in this state there was a cry that she was going comp, and a rush for the half-made raft. Poriso had cut his boat adrift, and as coif-preservation is the first law of nature, I jamped overboard and went after him. The boat was a really full, but yet we took p mere. The steemer was now going down tast-stern foremost. The screaming and wailing and confusion

Hie-moservers, but I don't think the rubber ones wer of much use -they leated out the all about as fast as you could blow it in. The tin caus were better. There see elenty of both kinds to be had But then the best of preservers would do but little good. They might keep a person up a few tours, but that would be all. I can not believe that any were saved who had nothing else to

The last man we took from the steamer was Richard McKim, a tireman lite myself He has gone to Quebec in the Huren He jamped from the top of the wheel bonse just as the Arctic was making her last plunge. When she did go down so that her son ke' plan began to sever, the roar of the air, as it escaped out, drowned all other poises-it was awful to hear. We were now pack-

to resp her stight and right a de up.
It was not far from four o'clock in the afternoon. We paddled with our hands, just enough to keep clear of the scattered pieces of wreck, having no oars or other means of getting along. The fog had cleared up so that we could see a pretty good distance. Night came and went -how, I cannot say how. The next day we were on the look out for a vessel. We had neither provisions

Dur ug the day we came across Peter Mclabe, one of the waiters, lashed to one of the spars of which we had tried to make the raft. We could not help him then, but did so afterwards. One or two other spars were near bim, and seme dead bodies. He said that the night be fere there were seventy persons on these spare. What had become of them he did not know. That afternoon, twenty six hours after the Ar tie went down, we were token on board the Maron.

OFFICERS AND CREW OF THE ARCTIC. Commander: Capt. Jas. E. Luco.
First Officer ko or: J Gorlis.
Te-ons Officer Will am Bastoam.
Third - fleor France Devices. First Officer. Will am Banton
thirl: ficer. France Dorlan
Foorth Officer Mark Grabam
Bonteware. Mark Grabam
Bonteware. Uno mas Wilde.
Footsware's Hate. baris Reed.
Chief Engineer. J. W. Rogers.
First Ana't Engineer. John I ognom.
George F. Lro. Chief Angleers J. W. Rogers.
First Analt Engineers John Jonnen.
George F. Lrown.
Second Analt Engineers Robert A. Walker.
Michael Kally.
Third Analat Engineers James Willett.
James finn son. Storekeeper Asalstant Norokkepor Engineer' Storekeeper Steward Seward Officers Stoward Coome Cable Stoward Ass'st 26 Cable Stoward ...

Anna Dovner. Maria Barb r. John Connolle 

Arthur Ogle, Henry Barker, Junes Gar on, Charles McCuen, Froieriek Linton, Luke Cornegen, Frank Lovett, James Davacopert, Rotert Bryan, Andraw Cabrey, Michael Bennett, Michael Mcchan, I avid Barry, Pobert Christy, ohn Troy,

SEAMEN. HEN.
Jebard Smith,
John Mack,
John Mock,
Geo. Ficoming,
John Humphrey,
Henry Hunt,
John Lian,
Wm Lee,
James Holland,
John Frost,
James

Christie Moran.
STOKERS.
Bruan Polan,
Michael Russell,
Jno Fiannagan,
Jas Riles,
Jan Geody,
James Connor,
Michael Connor,
Francis Cowen,
Jno. Repnolia,
Patrick McMahan,
Alexander Waller. Jes Machloney, Jno. Larkins,

PERSONAL SKETCHES OF THE PASSENCERS. V e continue our personal sketches of the distinguished passengers on board the Arctic:—

Professor HENRY NEED, of Philadelphia, a grandson of the celebrated President Reed, of the Revolution, and brother of Attorney General William B. Reed, was a scholar of various and extensive eradition, and a writer of great refinement and elegance, chiefly in belies lettres ism and history, though a ceries of discourse which he delivered last year before the University of Pennsylvania, on subjects of taste and civility, were praised by judicious critics as worthy of the genius of actions. Mr. heed was a personal friend and a warm admirer of Wordsworth, of whose works he edited two or three American editions, in a manner very satisfactory to the great poet. He also edited the American edi tions of Wordsworth's Memelry and Lord Mahon's Eistory of England, and wrote very largely in the leading eviews. It is to be hoped that his brother, who is also an author of distinguished abilities, will publish as a fit

nate graticuman a complete collection of his works.

Br. Broar Austra Brant, a young lawyer of this city,
pas well known as a bibliogote of seman-sale talent and

taste, particularly in whatever related to American bistery. He had exp nded several thousand dollars a year fer many years in collecting a library unique in its character and its excellence, and tis visit to Europe, ough is part undertaken in pursuit of consolution for a severe comestic affli ton, was many insearch of race and cur ous editions of not ceable books.

Aithough the overwhelming mis ortune of the familie of Collas and Brown commands so much of the general sympathy, there are many circles most painfully bereaved by this calamity. Perhaps there were few young gentlemen more beloved beyond their immediate family of an emicent English scholer, he was entrusted for a nercantile education, to the guardienship of a weilwas connected in New York, and our community of mer charts could boast of no example of more chivalrous courtesy, honor, and generosite. Indeed, "None knew him but to love him." He had waited for several years ing to his native country, and his brie visit had been happily crowned by the consent of a beautiful sister to eturn with him

Mr FDWARD SANDFORD was best known as a law or. out be was a man of brilliant talents for other pursuits, and at one period promi ed to attain great eminence in authorship H- aband ned lite ature, however, for the Some capital duplys of his poetical abilities may be found in Ggiawold's "Pets and Petry of America"

The Duke do GRAMONT represented the tamily of the reliebrated here of Gramont's Memoirs, the most famous book of scandalous history weigh illustrates the a s of Charles the Second. He was on his way to join the French Legation at Washington.

Mrs. Scorr was the widow of the gal ant Major Scott, of the army, who was killed in the Mexican war. She resided at Milwaubio Her brother, Mr. McCracken, was also on boar) the Arctic the was a become, yet gentle and accomplished, and was worthy of the fame of he

JAMES E. NORTH of the firm of James E. North, of No Orleans, was a brother of William North of this city, and al o of Professor North of Yale College. By a sourse of prosperous business he had acquired a large property Fe is missing

Rores a high'y respectable lady of this city, with ber sen, an only child, a boy about eight years of age, for some time in a delicate state of health, for the improvement of which this amiable lady took him on a trip o Europe, in the summer. In the interior the boy bealth was quite restored, and they were hourly expect ed by Mr Lopes, when the sad news reached the city.

Er. F. W. GALE, who with his wife and child are sug posed to have perished, belonged to the city of Worces ter, Mass , and was a gentleman much estcomed for hi worth his accomplishments, and his social cirtues Mr. G le has been well known in New England for his fine liverery taste, and has often contributed to the press. he resided during the past year at Florence.

Capt. D. Pharr wife and son were resented from his thip-the Pom genta-which foundered at sea a few weeks as o, and had been carried into Liverpool, whence they took passage in the Arctic, and are probably all

Vr. W B. Brown married a Miss Moulton, not Miss Hammond, as was or opeously stated vester av

Mrs. James Payne and two children left in the Arctic when she left kurope. The steamer tefore (the America) brought letters that they would arrive in the Arctic, and Mr. Payne waited with great anxiety to recelve them. He has lost a wife, two elaters and a bro ther in law. Mrs. Payno's last words were that the next

time she met her husband would be in her native land.
Mm. Jacon 6 Monam.—Among the passengers on beard the arctic, says the Philadelphia Bulletin, was are, it in all probability, lost, was Japob G. Morris, of this often a gentlemen well known to most of the members of the community, and whose character can scarcely be too bighly extelled, whether we judge him by the tost of public philanthropy or private bone rolence. As a mon-ber of the fio rd of Monagers of the Pennsylvania Iasti-tution of the Eied, he devoted himself to the promotien of the interests of the institution and to the sonal ermfort of the pa ients, with a deve ion which is not often equalled. At me time, during the interval be tween the resignation of one principal and the clerion of another, he assumed the entire charge of the outer Fishment for several months. In the board of Managers of the Pennsylvania Pospital, his services were equally impertant especially in the department for the lusane. His less casts a gloom over a large circle of frieads in

CAMPBELL PERRIE, Esq , (jurior partner of the house of Vegel & Co. of Paris,) is also supposed to be among the kest on the Arctic. His urbane mannurs, high social bearing and strict probity as a merchant, are well known to may y of our silk houses, wi h whom his business areaciations brought alm in contact. Last spring he took a lovely young bride from our midet, the daughter of Edward Mulles, Esq , and having pas od the summer la aris and its cavirons, was returning to locate permitantly in the city of New York, at the head of the branch his numerous friends here and in New York, and pa ti cularly by the house of which he was a partner. Him self at d tady were last seen by Mr Burns on the deck of the Arctic, and we have reason to behave that both me

There were three passengers from Jersey City on board of the Arctic-Mr. M Arbuckle, Mr. Nichols, of Grove street, and a son of Justice Bedford.

SCENES AND INCIDENTS.

A report made by Mr. Dorlan, the third mate of the Arctic, to Gaptain West, at Mr. Collins' office yesterday, differs very materially from that furnished by the so

Mr. I or an states that during the trying scene he was perfectly cool and collected, and knew fully all that was transpiring about him He gives it as his preitive opinion that the lady and

daughter of Mr. E. K. Collins were not the persons los by the giving way of the tackle; that he is well convine of that Mrs. Collins and daughter were placed in a best by Captain Luce himsel', and that said boat pushed from the ship long before the drewning of those supposed to have been the persons alluded to. The best was well provisioned, and the most confident hopes are en extained that the sufferers have been picked up, and that they bushand and father .

This oat must have been that first sent from the ship. It had a compase, wa'er, and provisions for fourteen days, and was under the charge of Mr. Gourlay, the first

Despatches have been received from Mr. C. T. Mitchell, of Charleston, reporting him all safe. The steward who was lost was Mr. Reynolds, late of the Union Club House in this city, and it was his first VOyage.

A parsenger offered £20,000 if the bonts we back to save him. They turned to do so, but before they reached him rature was exhau ted, and he sunk. Capt rapwith, of the ship James Watt, Br., from Smyra arrived yesterday morning, reports passing on the 6th inst., in lat 48 08, ion. 63 58, half of a boat, painted black outside and green inside; next day passed a ship's blat, bottom up; bottom painted white. These may be

In our netices of those persons supposed to have been lost with the Arctic, we mentioned the names of M. Poirior, French importer of this city, and his two children. We are happy in being able now to contradict this statement. Neither M. Polrier nor any of his family were passengers in the Arctio.

thought to be the Arctic's bonts, but they were not so

## Recapitulation.

ARRIVED AT THIS PORT IN THE LEBANON.

Wm Nie lis, Tresco, Selliy James Thompson, N. O., Island. Capt. Paul F. Grönn, N.Y., Henry Jenkins, Tresco, de., Geo. H. Burns, Philada. Arraghine to the Ancrio.

Francis Porian, New York, John Connolly, Engineer's titled officer.

Edward Brian froman, Petrica Majon, do.

James Carragan, porter, Michael Maleughin, Seg.

Patrick Posits. de.

D-bein Carnagan, de.

London Francis, valles. third officer.
Petrica Major, do.
Thomas Garland, do.
ritch Cesor, do.
Patrick Tebis.
Debts Cernagan, do.
a homes Stonash, ojiec,

TAKEN TO QUEBEC BY THE HURON. James Ward, Grant James Ward, de. Christoph Cal sher, a 2 Wilson, As't Engue Robert Bryan, water, ABRIVED AT HALIFAX.

and thirty of the crew arrived at St. Johns, N. F . be

There are three boats as yet unheard of; in one of there, which was well provided with water and provi-

Missing, supposed lost from the Arctic ....... 293 PROBABLE SAFETY OF SOME OF THE LADY PASSENGERS.

Mr. Purns states that one of the boats contained from four to six ladies-he cannot tell the exact number. One of these was a dark complexioned French lidy, and when he last san her she was holding an our in her

IS THERE ANY HOPE FOR THE SAFETY OF OTHERS ON THE ARCCIC? It was confidently hoped from a variety of statements

Mrs. Collins and daughters were not in the boat whose tackling gave way and precipitated the occupants into was last soon at the stern of the Arctic, in company with the family of the Browns, (of the Grm of Brown, Shipley & Co., of theorpool;) that the ladies of the party had life preservers ar justed to them, and that one of the stern boats was either swinging at the stern or seated on the water. If we take these circumstances to connection with Capt. Luce's declaration " that his som bould share his fate," it is but human to suppore that the commander of the vessel saw some more proplitions mode of deliverance for his child than the frail chances in entrusting I im to the best which ifr Bashian, the second mate had secured for bimself and brother soamen. The hope is-and a gracious Providence soud that it may not prove a hope against hope—that Capt Luce, bis con, Mr. Edward Sandford, Mrs. E. K. Collins and family, Mr. Brown and family, and some few ladies, had succeeded in getting into the beat at the stern and may perhaps be delivered from their peril by some rea el which has not yet reached port: It Mr. Sandford was possessed of even a portion of that firmness, pradence and forethought which actuated his motions on land, it is not too much to think, from the position in which he was last seen, that his on mnoss and self-possession were called into requestion with the mantical skill and erner knee of Capt Luce; and, as none of the survivors saw them perish, the theory of goatismen well acquaint ed with Capt. Luce and Mr. Sandford is, that they and Mrs. Collins and family, and Mr. Brown's family and the ladies who had life preservers adjusted to their bodies, escaped in the stern boat, which has not yet

> MEETINGS OF SYMPATHY. SOARD OF ALDERMEN.

Nathan C. Kly. Coq , President, in the chair. Alderman Butter offered the fellowing preamble and resolution :-

Whereas, The recent intelligence of the less of the from Liverpool, has caused a deep and soleme gloom to rest over our city, by reason of the loss of so many of our estimab e fellow citisens and friends; and, whereas, our citizens are awditing with the despest anxiety to hour muy ticlegs from which they may have the alightest hope that any of their friends have been saved; there

Resolved, That this Ecard have received with the deepest regret, intelligence of the loss of the American steamship Arctic, and deplore, in common with the dreadful calemity, and that our flags be displayed on the City Hall at half must during the next three days

Alcorman Morgand hoped that some other member of the Board would have made some observations in comwhich has east a gloom not only over this city, but over this country and Europe, had been to him individually a source of the most po'goant regret. Unfortunately for him be had some very dear friends on board the Arctic, and he had every reason to fear that they have all perished on that vessel. There are many sambles in this city now clothed in mourning, who but a few days since were looking with fend enxiety for the return of their relatives. Some husbands for their wives, fathers for their children, wives for their husbands, and children for their parents-all looking forward to a happy reunion after a tour in Europe. Who could imagine their feelings. None could realise the polgnant grief they fee but those who have experferoed a similar bereavement. They had had accidents by railrone's disasters by land and water, but none had been brought to their o vn city more impressively or more scriowfully than this last calamity to the un nate Arctic. They had a melancholy instance in their own board—they had amongst them a member who has lost an uncle on board that fill-fatel vessel, and he thought, under all the circumstances, the preamble and resciution should be unanimously adopted.

The preamble and resolutions were adopted without

Alderman Woodward moved that in accordance with the feelings expressed, the board do now adjourn. Alderman Wa Turken said that the motion would involve an adjournment to Konday next. He did not see why they should amount until Monday, and he moved an adjournment until Friday.

Alderman Brown, Woodward, and others moved the

of journment until Monday next, which was extried. [We understand the person alluded to by Alderman Mott was Mr. Woodraff, who was uncle to Alderman Lord.]

BOARD OF SUPERVISORS. This board was called for last evening, his Hon Recorder in the chair; but a quorum not being pres

the board adjourn to Monday next. Alderman Woodwand thought the board could not le-

gally adjourn to any particular day, as there was no uarum present.
The i mountage anguested that, as a mark of respect to the memory of those who have been swept from amongst us, this board should adjourn. A calamity so sudden

and so appalling, taking from our mide some of our best disaster to unparalloled; and he did intend, had there been a full meeting of the board, to move formally the adjournment, in respect to the memory of those who had so recently and so suddenly lest their lives. But a there was not a quorum present, he could but direct adjournment, and request the Clerk to notify hid Hou the Mayor to call the members together on M evening next. Adjourned accordingly.

COURT OF GENERAL SESSIONS.

Pefore his Honor the Recorder. At the opening of the court yesterday morning, Me. Parsons, Austrant District Attorney rose and said-Since yesterday's ression of this court, confirmation of the ticings of the loss of the steemship Arctic has been received—tid ogs so terribes that at trat we resus-t se give them credit. I rise to move that has court as a